



FREQUENTLY ASKED QUESTIONS

Why do we need to make a change in the current approach to prioritizing and funding transportation projects?

The current approach to transportation funding produces a Highway Plan with far more promises than we can keep. It includes nearly 10 times as many state projects as we have dollars to support. We need a data-driven approach that allows us to set realistic priorities and make dependable decisions.

Does SHIFT take decision-making power away from the Governor and General Assembly?

No. Under state law, the Governor and General Assembly enact the Highway Plan. SHIFT is an important tool that combines objective data and input from local leaders to rank more than 1,100 projects across the state. SHIFT provides the Governor and the General Assembly with more information than ever before to help them allocate funding.

How will SHIFT prioritize current projects in the design, right-of-way, and/or utility phase? What about current projects ready for construction?

We will use SHIFT's data-driven approach to guide decisions as we make the transition from the current Highway Plan. However, we will consider other factors, such as project sequencing and projects with considerable prior investments, to make recommendations about whether to continue moving those projects forward.

Will all of the available transportation funds be allocated to SHIFT projects?

No. SHIFT will be used to help prioritize funding for safety improvements, road widening, reconstruction, new routes and interchanges. Funds will be allocated to projects outside of the SHIFT process. This includes local projects under the Rural and Municipal Aid program, federally dedicated projects including preservation projects on pavements and bridges, federally designated urban projects, highway safety, bike/pedestrian improvements and congestion funding.

What is the difference between statewide and regional projects?

Projects of statewide significance are interstates and highways essential to move people and goods from one Kentucky region to another and to other states. They are a subset of all Kentucky projects in the National Highway System. Regional projects include state highways and other roadways that have more regional and local benefits. National Highway System projects not selected in the statewide list may be included in regional priority lists.

How are statewide and regional projects scored under SHIFT?

Statewide projects are scored solely on quantitative data, the SHIFT formula that measures safety, congestion, economic growth, asset management and cost-benefit ratios. Regional projects are scored

using both the SHIFT formula and input from regional transportation leaders. The scores for regional projects are weighted – 70 percent quantitative and 30 percent qualitative.

What percentage of funding will be available for statewide projects? How much for the regional projects?

We are still evaluating the levels of funding for each of these categories. We must balance needs for projects of statewide impact, such as interstate widening, with regional projects, such as highway extensions.

Will SHIFT balance the needs of both urban and rural communities?

Yes. The two categories of projects – statewide and regional – will help us balance the needs of different parts of the Commonwealth. Funding allocations for each of those categories have not yet been set, but KYTC is working to ensure to allocate limited transportation dollars in reasonable ways.

Will this approach result in more or less bonding/borrowing for transportation projects? Will it allow more large-scale projects to move forward?

SHIFT is a tool that will help Kentucky live within its means. However, decisions about spending levels and financing are distinct from this process. SHIFT scores will show what projects we could take on if we had additional revenue.

Won't the next Highway Plan still include more projects than we have funding to cover?

We plan to present a balanced Highway Plan – one that allocates the dollars we expect to generate from available funding sources. The plan will include a small percentage of projects above available dollars in case there is a delay or change in project schedules.

Will the next Highway Plan look different than our current plan?

Our plan is to present a Highway Plan that will be more streamlined, focusing only on projects that have available state and/or federal dollars.

Will major construction projects such as the I-69 Ohio River Crossing (Henderson/Evansville) and Brent Spence Bridge (Northern Kentucky/Cincinnati) get priority consideration in the next Highway Plan?

Such large-scale projects, which are considered federal transportation priorities, will likely require additional funding sources to finance. These projects will be considered for inclusion in the Highway Plan.

How much funding will be available for repairing and replacing aging roads and bridges?

The Cabinet plans to include an additional \$205 million a year for preservation projects, such as road and bridge repairs. Over the next 10 years, this funding, in addition to existing dedicated asset management funds, will help reduce the growing backlog of more than \$2 billion in pavement and bridge maintenance to address current needs across the Commonwealth.

How can citizens have a voice in the prioritization process?

SHIFT aims to add collaboration and transparency to the current process. Citizens may contact their local Area Development District or Metropolitan Planning Organization to have their voices heard during the regional selection phase of the SHIFT prioritization process. Citizens may also contact their state legislators to share their views.